

Mount Royal Avenue Streetscape

June 23, 2022



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Bike Baltimore Planning and Implementation Policy



BALTIMORE CITY BIKE MASTER PLAN



photo courtesy of Brian O'Doherty



photo courtesy of Brian O'Doherty



photo courtesy of Brian O'Doherty



MARCH 2015

BALTIMORE CITY SEPARATED BIKE LANE NETWORK

ADDENDUM TO 2015 BIKE MASTER PLAN UPDATE

MARCH 2017



Photo Credit: Elvert Barnes

Prepared for:

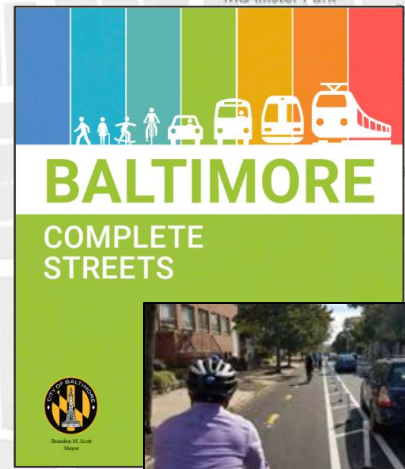
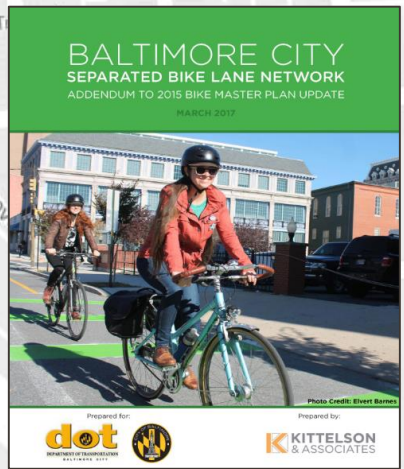
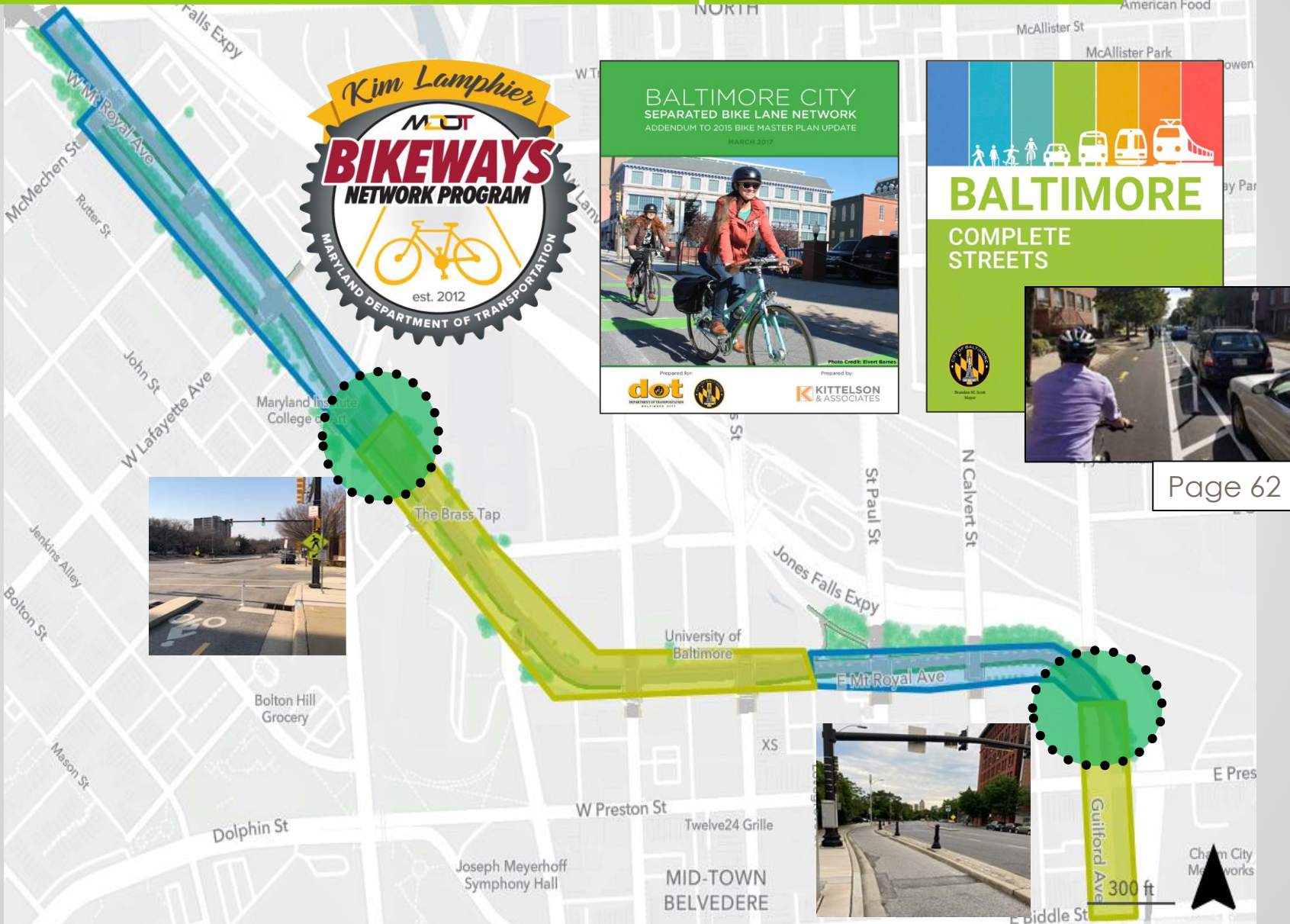


Prepared by:





Bike Baltimore Addresses the Gap





Project Areas: North End

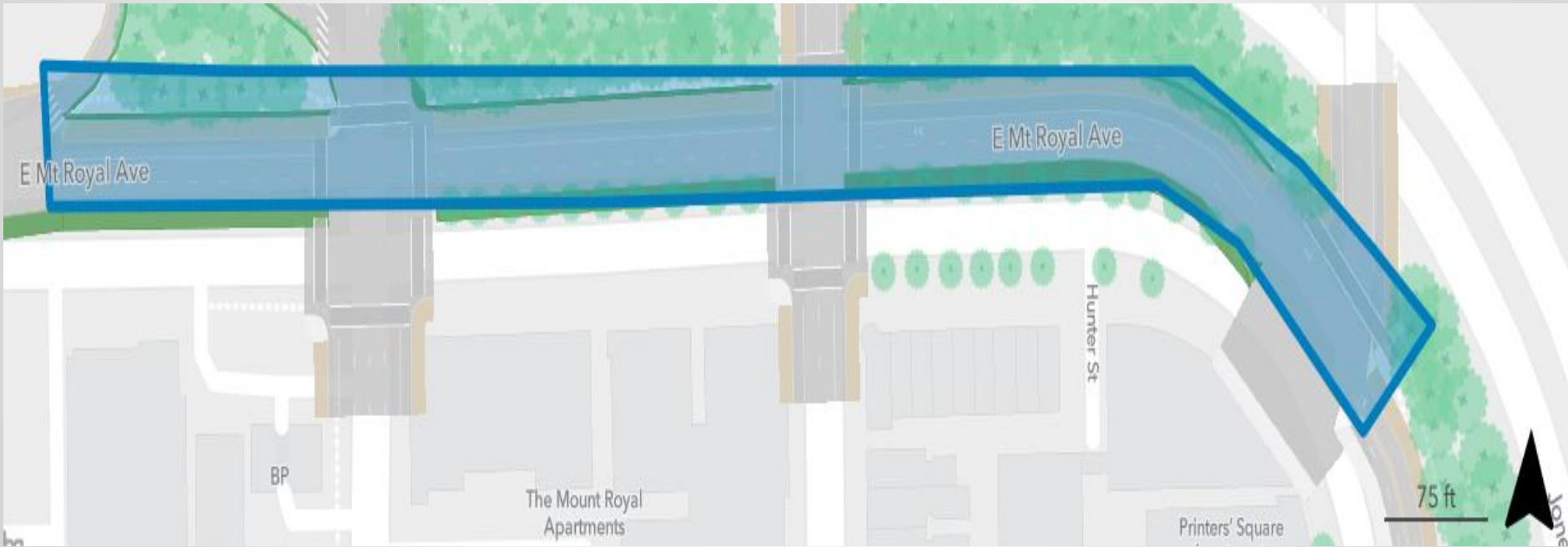
Lafayette Avenue to North Avenue





Project Areas: South End

Guilford Avenue to Saint Paul Street





North Section Three Segments



Opportunity to Continue the Track

Continue the course of the Mount Royal Avenue Cycle Track which currently stops at an intersection bump-out.





North Section

Lanvale Street to Lafayette Avenue



Existing Condition

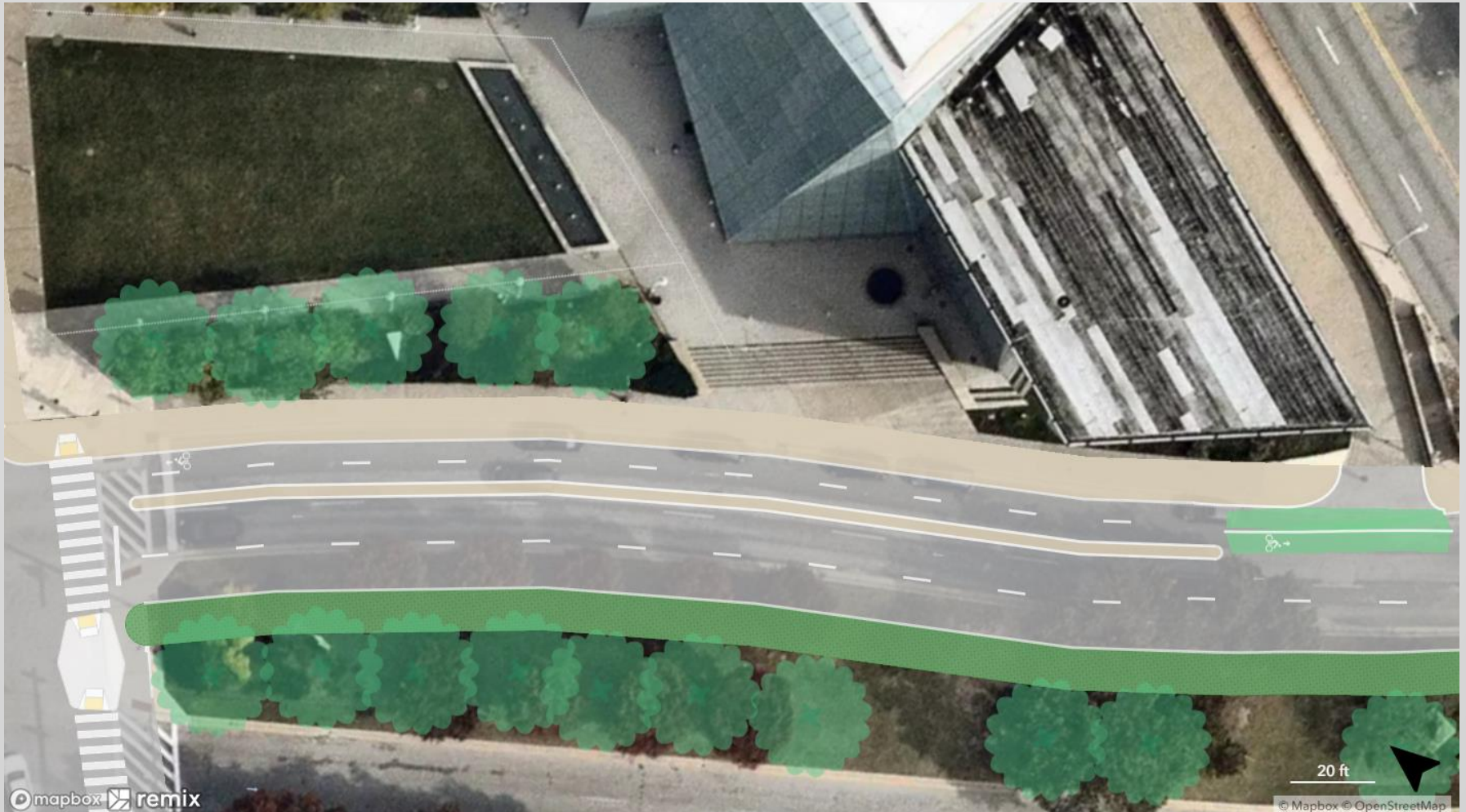
- Two driving lanes
- Protected cycle track





Existing Condition

- Two driving lanes
- Mount Royal Avenue protected cycle track





Design Proposal

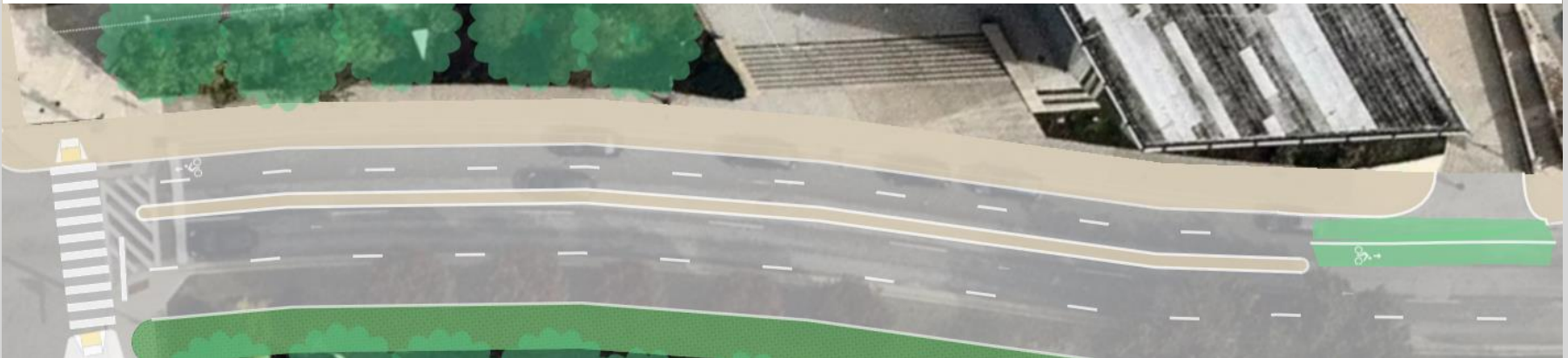
Proposed Design

Lane Shift from Lanvale Street to Lafayette Avenue with new parking



Existing Condition

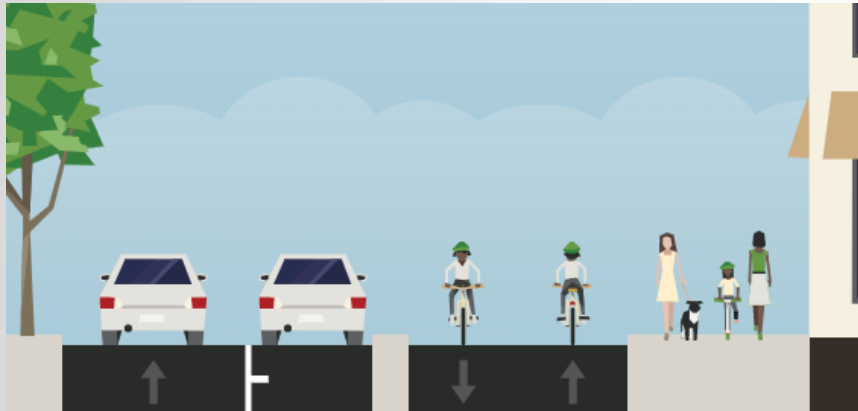
Two driving lanes and Protected cycle track





Design Proposal

Proposed Design



- One driving lane
- Parking lane (new)
- Protected cycle track

Existing Condition



- Two driving lanes
- Protected cycle track



North Section

Lafayette Avenue to McMechen Street



Existing Condition



- Two driving lanes
- Parking lane
- Bike Sharrows in right-most driving lane



Existing Condition

- Two driving lanes
- Neighborhood fronting Mount Royal Avenue
- On-street parking
- Bike sharrows in right-most driving lane

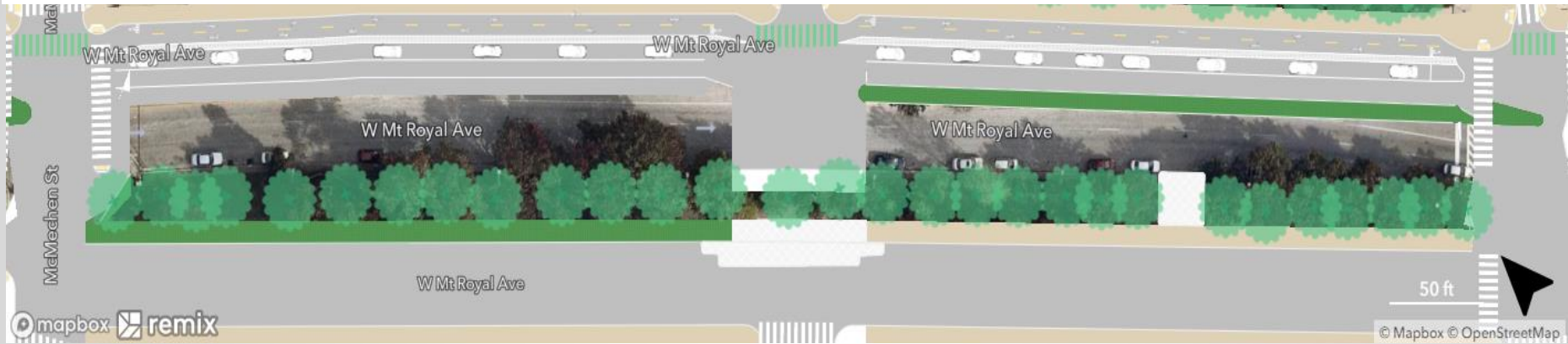




Design Proposal

Proposed Design

Floating parking and Two-way separated bike lane protected from moving traffic by on-street parking



Existing Condition

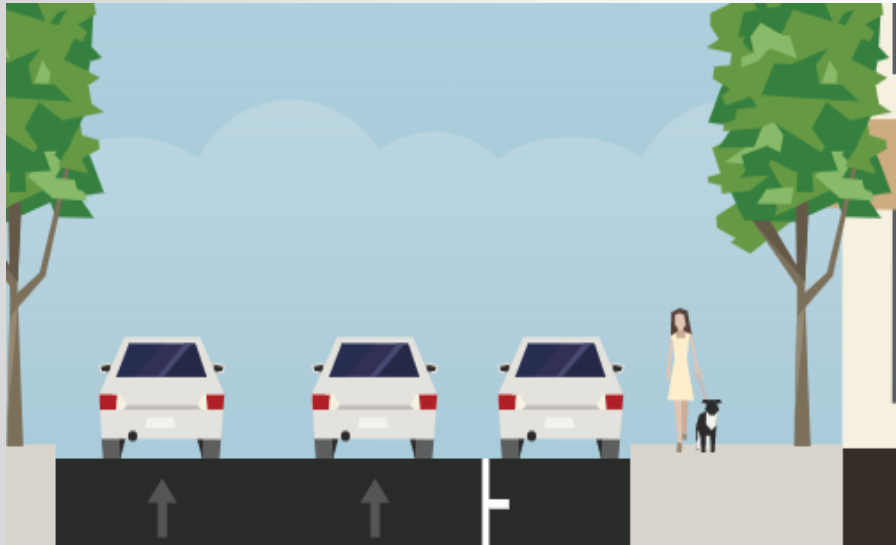
Two driving lanes, Neighborhood fronting Mount Royal Avenue, On-street parking, and bike sharrows in right-most driving lane





Design Proposal Comparison

Existing Condition



- Two driving lanes
- On-street parking
- Bike sharrows in right-most driving lane

Proposed Design



- One driving lane
- Floating parking (moved left)
- Two-way separated bike lane

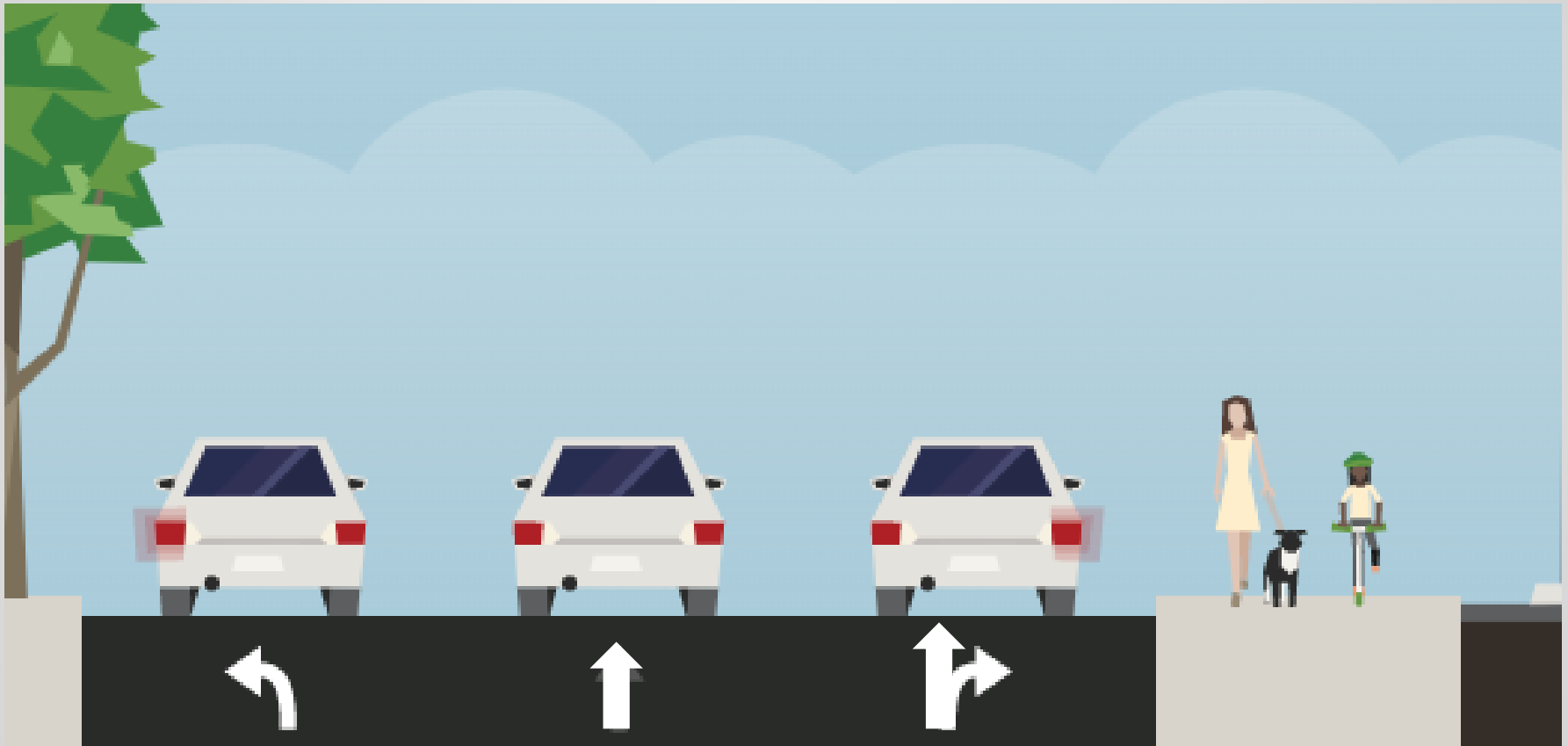


North Section

McMechen Street to North Avenue



Existing Condition

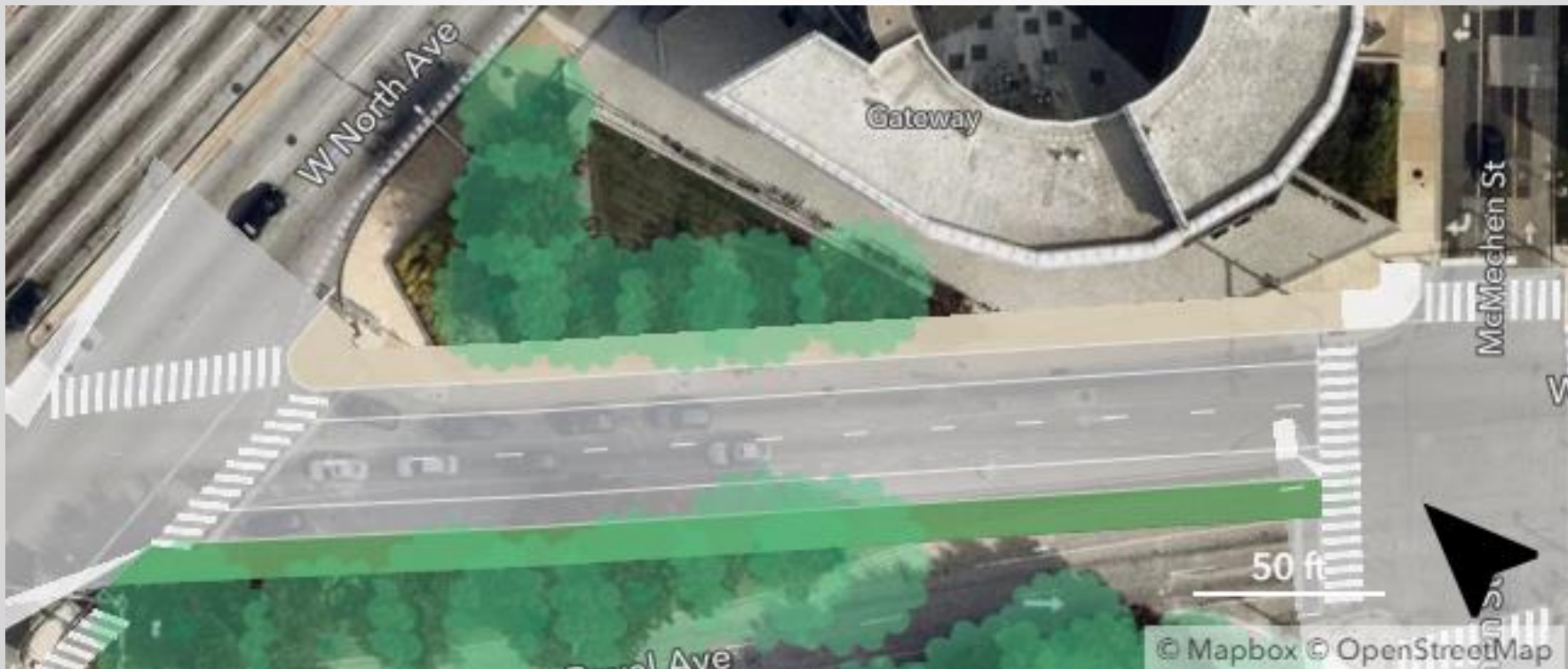


- Three driving lanes
 - Left turn only
 - Straight only
 - Straight and Right turn



Existing Condition

- Three driving lanes
 - Left turn only
 - Straight only
 - Straight and Right turn





Design Proposal

Proposed Design

Two driving lanes (straight and straight-right) and Two-way separated bike lane



Existing Condition

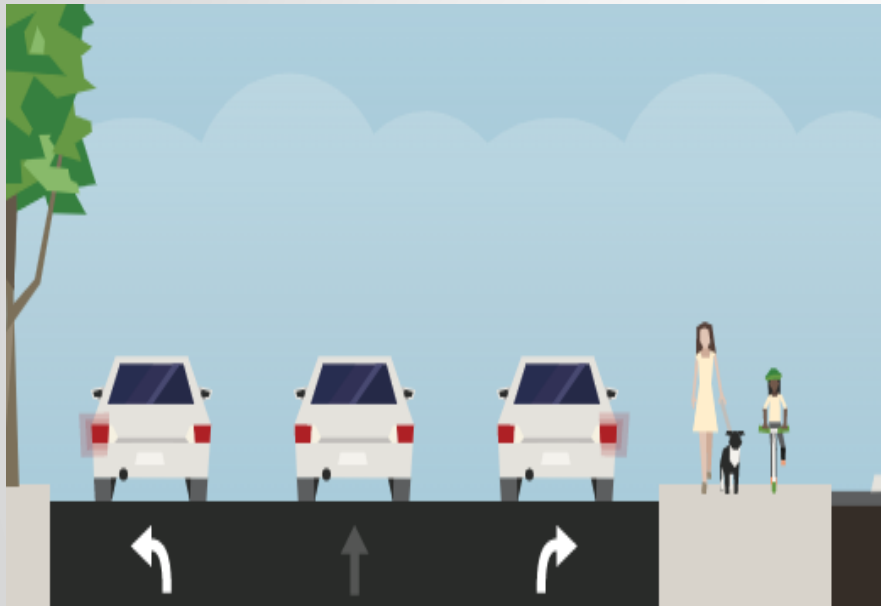
Three driving lanes: Left turn only, Straight only, and Straight/Right turn





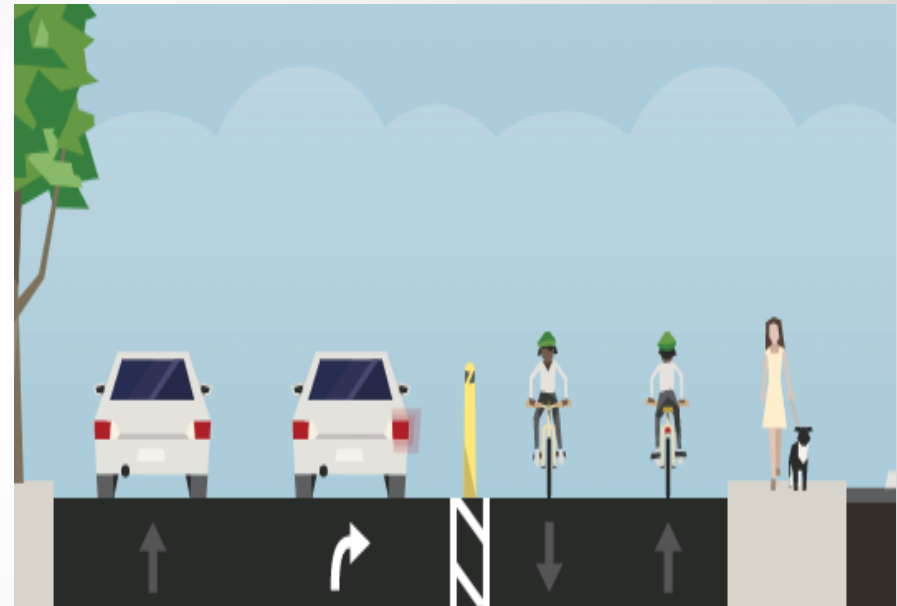
Design Proposal

Existing Condition



- Three driving lanes
 - Left turn only
 - Straight only
 - Straight/Right turn

Proposed Design



- Two driving lanes
 - Straight only
 - Straight/Right turn
- Two-way separated bike lane



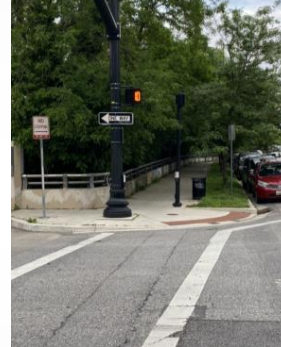
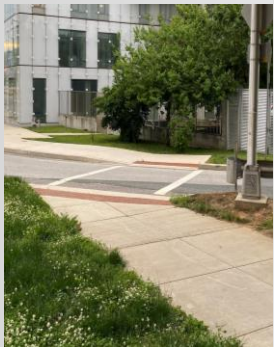
South Section

Guilford Avenue to Saint Paul Street



Existing Condition

- Two driving lanes
- Baltimore City Parking Authority metered lane
- Bike Sharrows in right-most driving lane
- Jones Falls Trail/Protected cycle track from Guilford Avenue
- Interstate 83 slip-lane onto Mount Royal Avenue





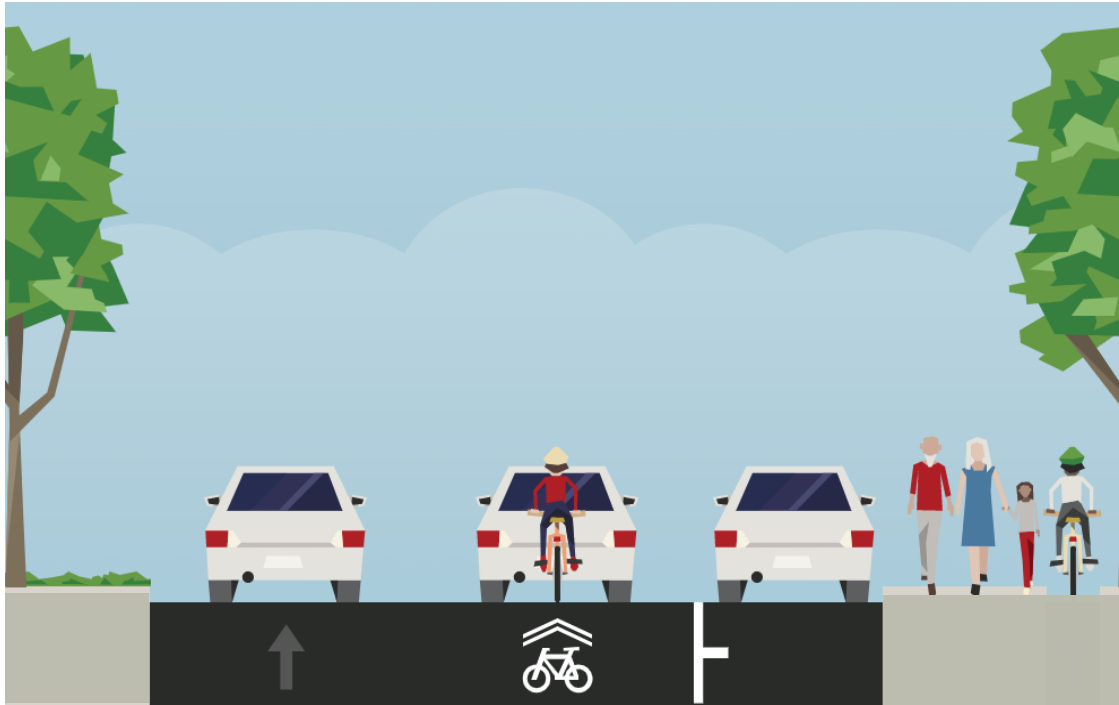
Opportunity to Continue Track

Continue the course of the Jones Falls Trail onto Mount Royal Avenue



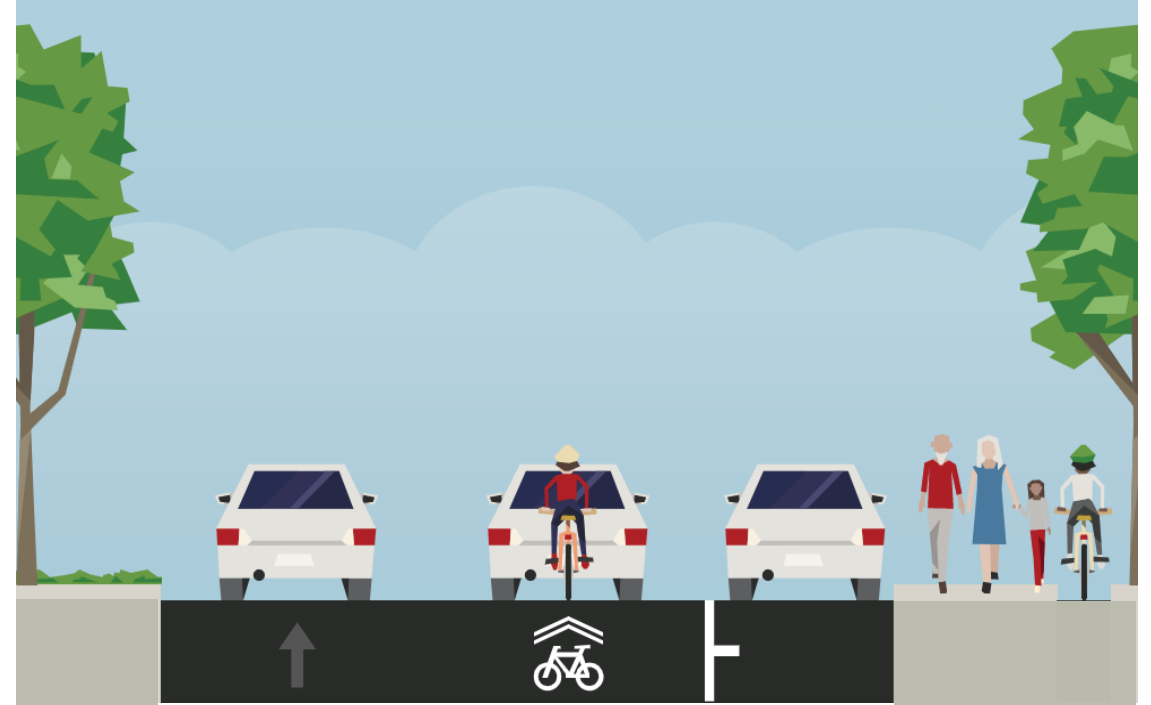
Design Alternative 1: Improved Crossing Improvements & Sight Lines

Existing Condition



- Two driving lanes
- Baltimore City Parking Authority metered lane
- Mount Royal Avenue Jones Falls Trail segment (sidewalk)
 - Shared space for people to walk and bike

Proposed Design



- Two driving lanes
- Bike sharrows in right-most driving lane will remain
- Baltimore City Parking Authority metered lane
- Mount Royal Avenue Jones Falls Trail segment (sidewalk)
 - **Improved signage to direct cyclist onto sidewalk**
 - **New cycle crosswalks at intersections**



Design Alternative 1: Improved Crossings & Sight Lines

- Two driving lanes
- Baltimore City Parking Authority metered lane
- Interstate 83 slip lane onto Mount Royal Avenue
- **Strengthen Jones Falls Trail crossings from Guilford Avenue to Saint Paul Street**





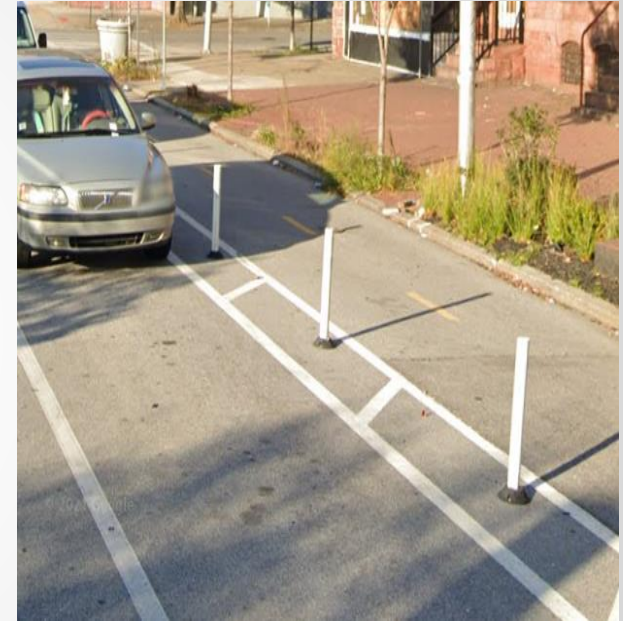
Design Alternative 1: Improved Crossings & Sight Lines

- Clarify where cyclists should ride and cross intersections within the Jones Falls Trail
- Increase overall visibility of cyclists on trail for people who walk and people who drive





Design Alternative 2: Floating Parking & Separated Bike Lane



Maryland Avenue and West Chase St
Separated Bike Lane

- One driving lane
- Baltimore City Parking Authority metered lane is “floated”
- Two-way separated bike lane protected from moving traffic by floating parking



Design Alternative 2: Floating Parking & Separated Bike Lane

Proposed Design

One driving lane, two-way separated bike lane protected from moving traffic by BCPA metered parking



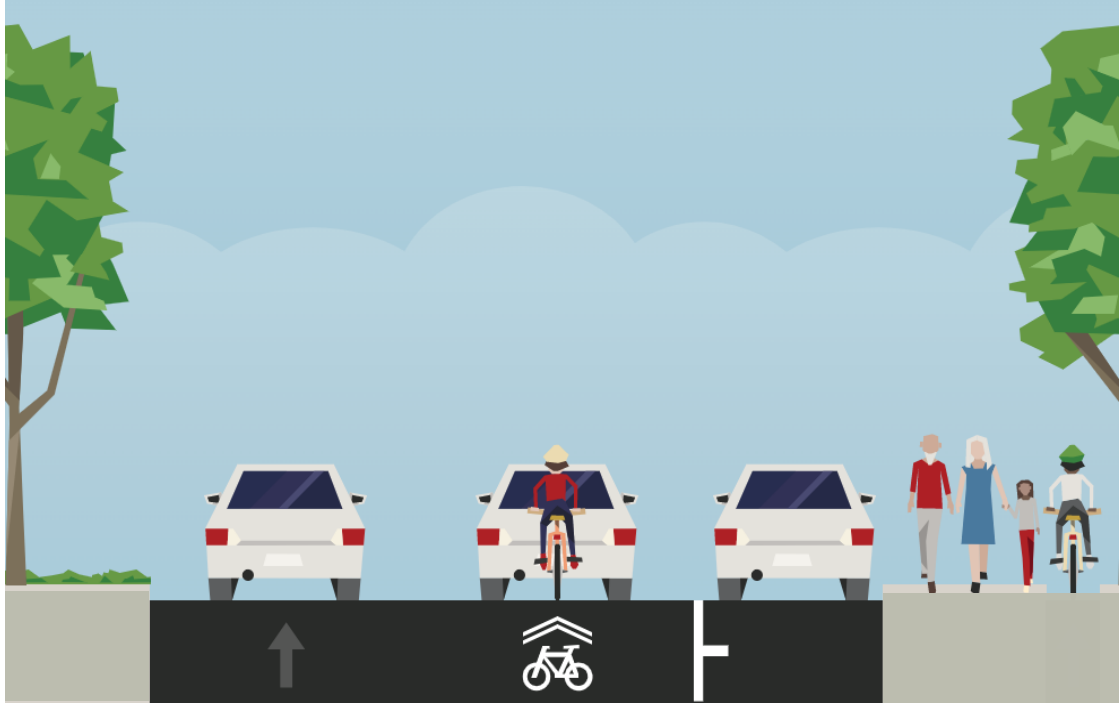
Existing Condition

Two driving lanes, bike Sharrows in right lane, BCPA metered lane, Jones Falls Trail (ends at St Paul Street)



Design Alternative 2: Floating Parking and Separated Bike Lane

Existing Condition



- Two driving lanes
- Baltimore City Parking Authority metered lane
- Mount Royal Avenue Jones Falls Trail segment (sidewalk)
 - Shared space for people to walk and bike

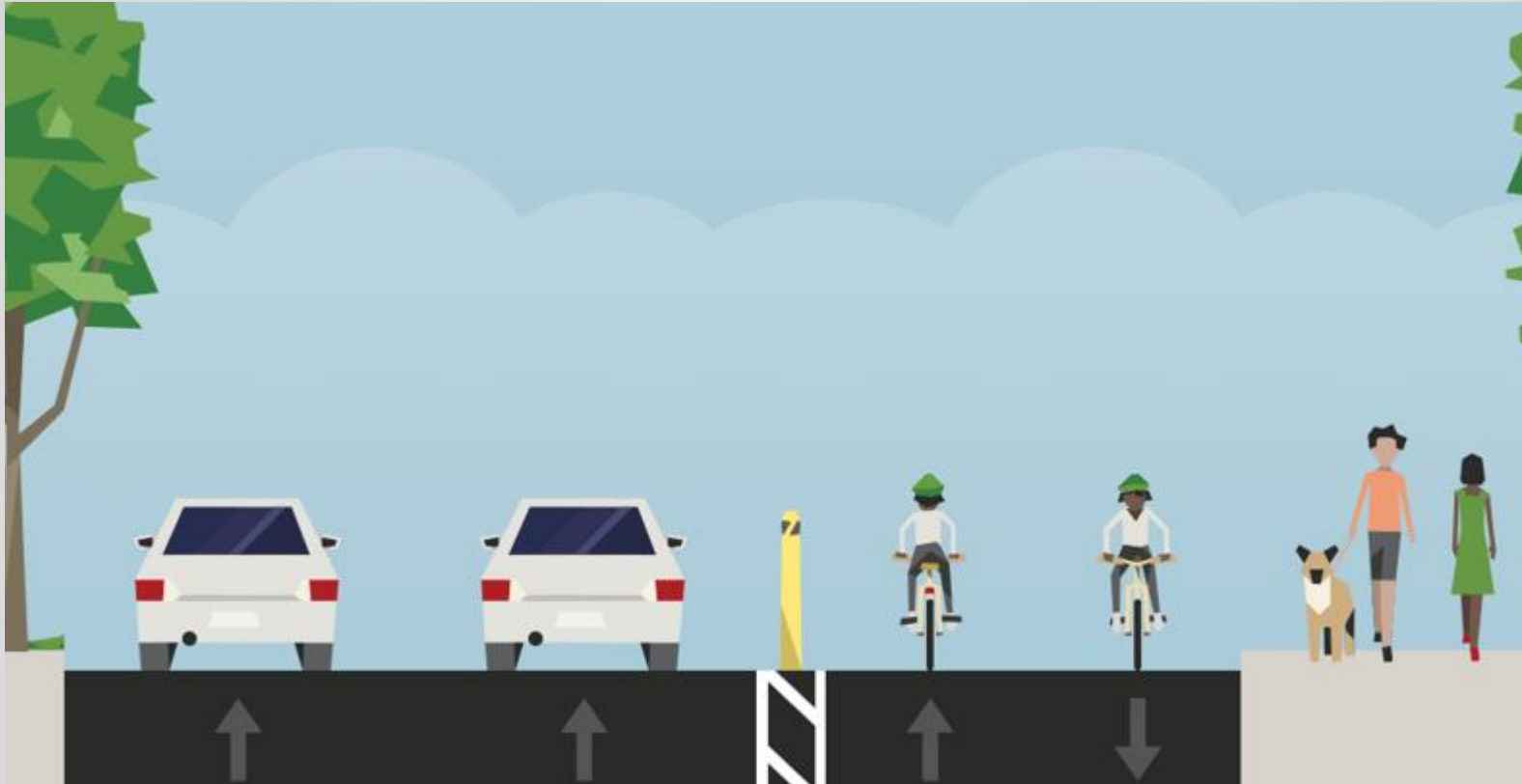
Proposed Design



- One driving lane
- Baltimore City Parking Authority metered lane is “floated”
- Two-way separated bike lanes is protected from moving traffic by floating parking



Design Alternative 3: Separated Bike Lane and Two Driving Lanes



- One driving lane
- Baltimore City Parking Authority metered lane is “floated”
- Two-way separated bike lane protected from moving traffic by floating parking



Design Alternative 3: Separated Bike Lane and Two Driving Lanes

Proposed Design

Two driving lanes and two-way separated bike lane



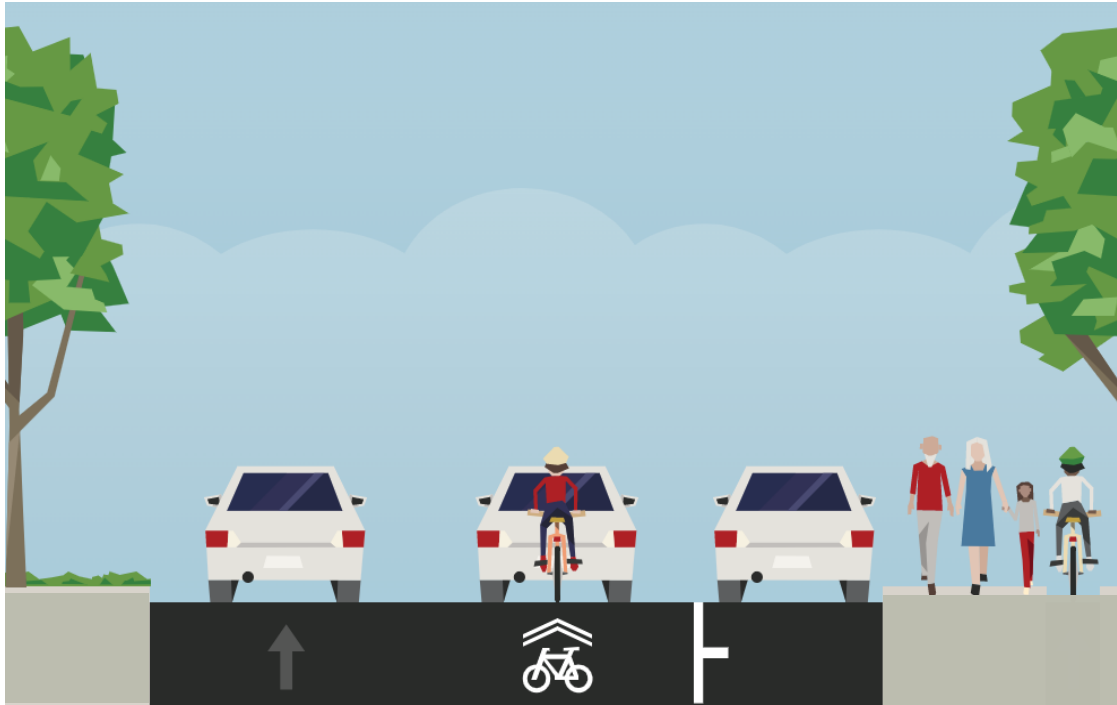
Existing Condition

Two driving lanes, bike Sharrows in right lane, BCPA metered lane, Jones Falls Trail (ends at St Paul Street)



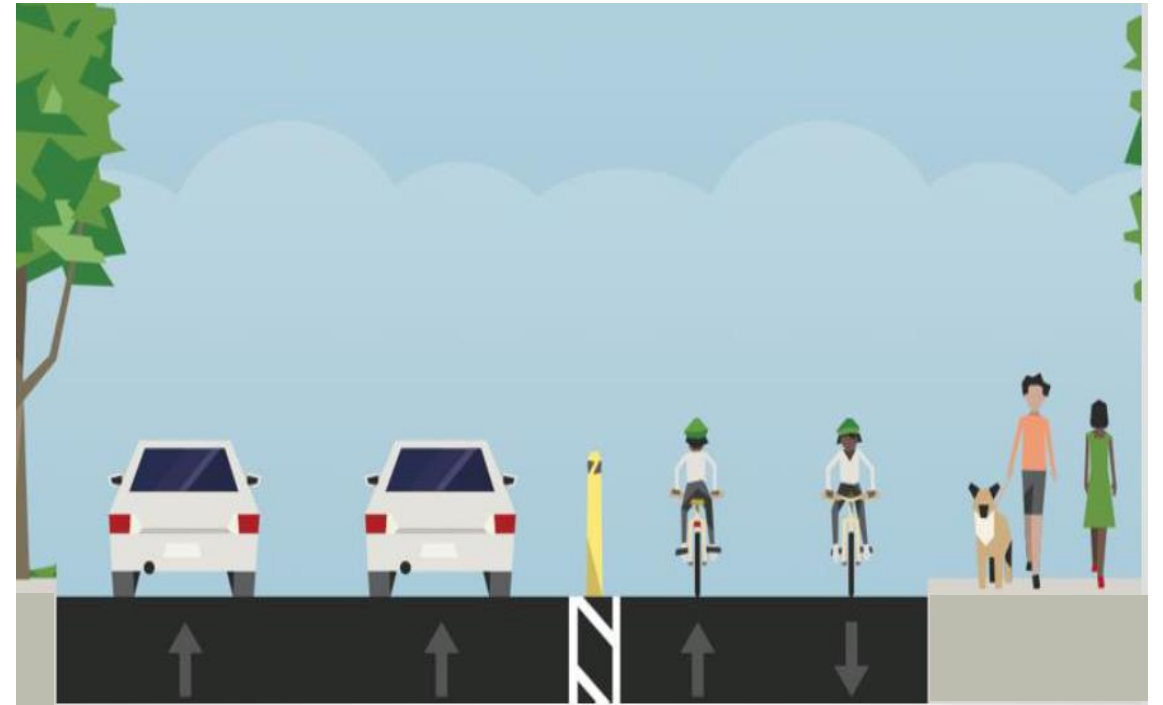
Design Alternative 3: Separated Bike Lane and Two Driving Lanes

Existing Condition



- Two driving lanes
- Baltimore City Parking Authority metered lane
- Mount Royal Avenue Jones Falls Trail segment (sidewalk)
 - Shared space for people to walk and bike

Proposed Design



- Two driving lanes
- Two-way separated and protected bike lanes



Questions & Next Steps

Have additional questions?

Contact Patrick M. Patterson, Bike Planner

DOT-Community@baltimorecity.gov

Public Comment Period: June 23-July 15